

REDMOND COMPREHENSIVE PLAN

Neighborhood Element

I. Southeast Redmond Neighborhood Policies

The Southeast Redmond neighborhood is bounded generally on the west by Avondale Road NE, Bear Creek and the Sammamish River; on the north by the portion of Bear Creek north of Union Hill Road; on the east by 196th Avenue NE (Red Brick Road), and on the south by the Redmond-Fall City Road (SR 202) and 187th Avenue NE.

The Southeast Redmond neighborhood policies consist of two types. Framework policies are identified by "N-SEF" followed by a number. Framework policies describe the goals for that topic area for the Southeast Redmond neighborhood. Other policies are identified by "N-SE" and a number. These policies identify more concrete steps that must be taken to implement the vision for the neighborhood and the framework policies.

Neighborhood Vision

- The land use plan for Southeast Redmond promotes the area's role as an employment center that can protect the aquifer and an environmentally sensitive rural area to the east. The plan provides for a transition in land use intensity from the west where intensive retail uses and industry are expected, to the east and south where moderate-density housing is developed but does not threaten the rural character at the subarea's eastern border.
- Land-extensive commercial and office park uses have developed around the SR 520/202 intersection. Land-extensive commercial uses also are located south of this area along the Redmond-Fall City Road.
- Manufacturing parks and research and development uses take place west of the Redmond-Fall City Road and are developing east of the commercial areas.
- On the east edge of the City, residential neighborhoods have developed that include Moderate-Density housing, including single-family residences on small lots and townhouses. Moderate-Density housing is located along the Redmond-Fall City Road and the existing High-Density Residential areas remain along the south edge of the City. Development of moderate-density, family-oriented housing with supporting uses is a strong priority and provides housing near Redmond's three major employment centers.

Neighborhood Policies

Overall Land Use Policies

- N-SEF-1** Provide for a major employment center with family-oriented housing and supportive uses while protecting the aquifer and environmentally sensitive rural areas along the subarea's eastern border.
- N-SE-1** Allow regional retail uses in the west portion of the subarea. Promote light industrial uses in the central portion and manufacturing uses in the north portion. Provide for affordable home ownership housing. Provide sites for neighborhood commercial uses and parks to serve the needs of future employees and residents.

N-SE-2 Provide a pedestrian and bikeway trail with trees to establish a clear transition between urban and rural land use at the 100-foot elevation contour and buffer established rural uses along 196th Avenue NE (Red Brick Road) and farther east.

N-SE-3 Allow existing industrial uses of land east of 188th Ave. NE, north of NE 76th Street to continue, including the mineral resource manufacturing operations. Existing, new, relocating or expanded manufacturing uses should utilize significant earth berms, landscaping or other noise restricting efforts on their sites to buffer new residential developments.

N-SE-4 Reserve land for manufacturing firms to locate in the central portion of the planning subarea.

N-SE-5 Establish a strong and effective transition between residential and non-residential uses along the NE 65th Street, NE 76th Street, 192nd Avenue NE and 188th Avenue NE road corridors to encourage residential development to the east and south of this transition area, and to protect non-residential uses from nuisance complaints. Techniques that could be used include:

- Earth berms;
- Location of quieter business park uses where allowed adjacent to residential uses;
- Location of boulevards with landscaped center medians to increase the distance between the non-residential uses and residential uses;
- Site buildings so that noisiest activities (i.e. loading, outdoor manufacturing, etc.) are located furthest from residential uses; and
- Locate open space areas between non residential uses and residential uses.

N-SE-6 If funding under the regional transportation plan becomes available and the adopted plans provide for service to the subarea, accommodate a transit station and a maintenance facility for a regional rapid transit system that would make Redmond a primary location for transit operations. Designate a 10-15 acre parcel as a transit station with a park and ride facility and establish NE Union Hill Road as the corridor to the maintenance facility.

N-SE-7 Transit stations and terminals are desired in the subarea, subject to Special Development Permit approval. Development of retail and services uses in combination with the transit station shall be permitted provided that commercial uses are designed and sited to be supportive of transit ridership. Examples of such uses include: day care facilities, newsstands and laundromats, coffee shops and pharmacies.

Natural Environment Policies

N-SEF-2 Significant natural features, including but not limited to, tree stands, wetlands, streams, steep slopes and the aquifer shall be protected within the subarea.

N-SE-8 Preserve and/or enhance the tree stands located between 180th Ave. NE and Redmond Way, and along the eastern slopes. Throughout the subarea, preserve areas of significant vegetation, slopes, streams, and wetlands.

N-SE-9 Throughout the subarea, preserve other areas of significant vegetation, slopes, streams and wetlands.

N-SE-10 Buildings shall be clustered and impervious surfaces minimized to reduce lot coverage and to avoid deleterious effects on the aquifer recharge system.

N-SE-11 Future wellhead protection and Redmond-Bear Creek groundwater management plan requirements shall be applied throughout the subarea.

N-SE-12 Land within the rural agricultural valley shall be retained in low-density rural residential uses not to exceed one unit per five acres.

N-SE-13 To help conform to air quality standards, strongly discourage wood burning fireplaces in residential construction.

Character and Design Policies

N-SEF-3 New development in Southeast Redmond shall protect historic and cultural features, especially those of the Snoqualmie Tribe and the Red Brick Road.

N-SE-14 A monument or other historical/cultural interpretive center to recognize the role of the Snoqualmie Tribe in the area shall be provided in a highly visible and pedestrian-oriented section of the Design District in the west portion of the subarea. Design and features of this recognition shall be developed jointly with the Tribe and the City.

N-SE-15 Additional trees and vegetation should be planted along the bluffs above the Red Brick Road to buffer views of urban development from the road and adjoining rural uses.

N-SE-16 Site plans shall be designed to incorporate planned public transit with safe and convenient access by transit patrons.

N-SE-17 Where industrial uses would be located near existing or future residential uses, site designs should reduce potential visual and noise impacts through measures such as: Locating vehicle and service access areas to the rear of buildings fronting 188th Avenue NE and otherwise away from residential dwellings; adding significant vegetative and earth berms along arterials and between residential and commercial land uses, and limiting building heights to two or three stories to retain architectural compatibility and reduce oversight of residential areas by non-residential buildings.

N-SE-18 New development shall use energy-efficient lighting and fixtures that direct light and glare away from adjacent rural areas and traffic corridors, emphasize ground-direct lighting, and provide the flexibility to adjust angles, intensity and hours of operation when adjacent to sensitive land uses.

Housing Policies

N-SEF-4 Provide a range of housing types and densities affordable to a broad range of individuals within the subarea and protect or replace the existing stock of affordable housing (mobile homes).

N-SE-19 The land use plan reflects an area between 188th Ave. NE and the 100-foot contour for moderate-density residential uses. Within this area at least 70% of the housing should be developed in accordance with the R12 zone. Housing in the remaining 30% of the area, preferably east of 192nd Ave. NE, should be developed in accordance with the R8 zone to ensure that a transition to lower densities occurs as you approach the 100-foot elevation contour. Transfer of residential density to allow a range of housing products no higher than 18 units per net acre is permitted to encourage clustering of housing units and

incorporation of neighborhood amenities. To ensure that a variety of housing products result from the transfers, targets for overall housing numbers and types of housing units should be set through the master plan.

Prior to the development of any housing, master planning of this new residential area should address the following provisions:

- Ensure that housing numbers for the subarea as set by the City's adopted population projections are met.
- Encourage at least 10% of the units to be affordable (available to families at or under 80% of King County median income). As an incentive for providing the affordable units, the developer may choose either a density bonus of up to one market rate unit for each affordable unit (maximum of 10% of total units) or a reduction in infrastructure, connection or impact fees for each affordable unit, if the City adopts fee reductions for affordable housing.
- Provide a circulation network of roads, sidewalks, trails and bikeways that is coordinated among area property owners including review of the placement and mitigation of impacts for 192nd Ave. NE, through the master plan process.
- Provide a utilities and storm drainage network that allows for the efficient provision of these public improvements and is coordinated among area property owners. Encourage innovative techniques that allow storm water to be recharged into the aquifer, when consistent with City guidelines.
- Housing developments should focus on creating affordable home ownership opportunities in an environment which creates an attractive, safe place to live.
- Condominium, townhouse or small-lot, single-family style homes are encouraged with building intensities, orientation and massing designed to cluster development and provide active open space areas, support transit, and create a sense of neighborhood.
- Subdivision design should consider whether use of a grid-type street and lot layout is appropriate. A walkway system should consider the design of entries, balconies, porches, architectural features and activities to help create safe, pleasant walking environments.
- Variation and human-scale details in architecture is encouraged.
- Parking and garage space should be encouraged to be placed to the rear of or side of buildings or otherwise in a manner that emphasizes the unit living area rather than the garage. Garages and parking are encouraged to use site design which requires access through alleys behind units. Examples of these ideas are contained with these policies (shown on the next page).
- Identify a usable site for an eight-acre neighborhood park consistent with the SE Redmond Subarea land use goals for Parks, Recreation and Open Space.
- Housing units developed adjacent to the 100-foot contour elevation shall be set back a minimum of 50 feet from the 100-foot contour in order to provide adequate rear yard space and allow room for the proposed pedestrian/bike trail. Provided, a setback of up to 300 feet may be required, where determined appropriate, to provide a greater buffer and better transition to those rural residences that are located in close proximity to the

100-foot elevation contour. The width of the buffer shall be established during housing master plan review.

N-SE-20 Include extra sound proofing in residential uses near commercial activity and heavily traveled streets.

N-SE-21 Encourage a variety of housing, including small-lot, single-family subdivisions to help meet City housing targets.

N-SE-22 Development standards such as setbacks, building site circle, street standards and minimum yard area that traditionally allow large-lot subdivisions should also provide for appropriate small-lot, single-family developments.

Business Uses Policies

N-SEF-5 Southeast Redmond should serve urban and suburban east King County as a major employment center.

N-SE-23 Retain land in large parcels to encourage master planning in the center of the subarea for light manufacturing uses; restrict land use which conflicts with manufacturing uses.

N-SE-24 Restrict land uses such as major office and walk-up retail which should locate in Downtown Redmond.

N-SE-25 Four alternative locations should be designated for a Neighborhood Commercial Center, three to four acres in size, within the subarea. Before the center is developed, one of the sites must be rezoned to Neighborhood Commercial. This rezone may take place at any time; however, when only two of the sites remain undeveloped, a rezone shall be approved for one of the designated sites before development may occur on either of the two remaining sites. A rezone for this purpose shall be exempt from Zoning Map Amendment Criteria that require a showing of changes in conditions which would warrant the amendment and that there is a demonstrated need for additional zoning as proposed.

In addition to any criteria the City Council could develop, the center would consider the following:

- **Strongly encourage the center to include a major user which provides groceries as an anchor tenant, designed to meet the everyday convenience shopping needs of the future employees and residents expected in the subarea. Size of the major tenant should be limited to allow room for other limited retail and service businesses, such as drug stores, day care centers, dry cleaning, personal care, and medical and dental services. Second floor and third floor residential uses at 20 units per net acre are permitted and strongly encouraged as opposed to separate business and residential buildings within the center.**
- **The design and scale of the center and hours of operation should be strictly regulated to ensure compatibility with the surrounding neighborhood. Where appropriate, additional landscaping should be used along side and rear property lines to screen unattractive areas and provide a better transition to adjoining residential uses.**
- **Building design and materials should reflect a residential theme and utilize materials that complement those materials used on nearby housing. An example of incompatibility would be a flat roof building with smooth face concrete building blocks. An example of compatibility would be pitched roof (or false pitched facades all**

around the building) with “decorative panel” windows with wood siding, “dryvit” or architectural concrete building block construction.

- The proposed development shall tie in with existing or planned pedestrian connections to the neighborhood it serves.
- Design features must tie the architecture of the center to surrounding development with strong pedestrian and transit accessibility.

N-SE-26 Four alternative locations for the center are shown on the land use plan map. If an equally appropriate or superior site is identified in the future, zoning for the site may be granted through a rezone provided the following locational criteria are met:

- Within the study area at an intersection of two or more streets.
- The proposed location is east of 185th Ave. NE, west of 192nd Ave. NE and south of NE 76th Street and north of the Redmond-Fall City Road. The site will not be located at any intersection with Redmond-Fall City Road, however.
- The proposed location is within convenient walking distance of an adjoining residential district and has existing or planned pedestrian connections to the neighborhood it serves.

N-SE-27 If a rezone is proposed to delete an adopted Neighborhood Commercial zoned site from the study area completely, the proposed rezone may only change the designation to allow compatible housing.

Parcels designated Business Park/Design District between East Lake Sammamish Parkway and Redmond-Fall City Road have small lots and the depth of the lots are constrained by East Lake Sammamish Parkway and Redmond-Fall City Road. These unique site characteristics can make development under Business Park zone site standards difficult. Historically, permitted Business Park uses have had difficulty locating on these properties due to these constraints.

N-SE-28 The commercial designation between East Lake Sammamish Parkway and the Redmond-Fall City Road and south of the existing Kindercare binding site plan should be developed based on a master plan which meets the objectives of this policy. The master plan shall meet the following requirements:

- One limited access shall be allowed on Redmond-Fall City Road. Adequate study has not been done to conclude that any access to this state highway will be permitted.
- Development access along East Lake Sammamish Parkway shall be shared and limited.
- The development proposal would maintain the existing elevation differences between Redmond-Fall City Road and East Lake Sammamish Parkway.
- Trees and other landscaping shall soften parking lots and buildings.
- Buildings shall be oriented to and front on the East Lake Sammamish Parkway.
- Building design shall include elements to lessen the effect of large walls. Mechanical equipment shall be screened. All buildings and site designs shall be approved by the Design Review Board.

- Pedestrian connections shall also be provided within the development.
- Traffic generated by commercial development shall not exceed that generated by Business Park uses.

Parks, Recreation and Open Space Policies

N-SEF-6 Provide adequate Parks, Recreation and Open Space to meet the everyday needs of residents and employees within the subarea.

N-SE-29 Before any housing is developed, identify a site for an eight-acre neighborhood park as shown on the Parks, Recreation and Open Space Plan map south of NE 76th Street and east of 188th Avenue NE. The park shall have a strong trail connection to a 12-foot-wide pedestrian trail within the Urban Growth Boundary, approximate to the 100-foot contour. Acquire the park site through a combination of dedication, City funding, development fees and incentives, such as density transfers.

N-SE-30 Business and industrial uses should include provisions for open space and recreational activities for employees.

N-SE-31 New housing developments should provide usable open space for residents. Pedestrian connections through housing developments that lead to public park space should be encouraged.

Circulation/Public Transportation Policies

N-SEF-7 Provide transportation facilities within the subarea that promote safe and efficient circulation and accommodate public transportation.

N-SE-32 Provide transportation facilities as shown in the SE Redmond subarea street plan for use by area residents and employees.

N-SE-33 Joint use of parking facilities among major adjacent land uses shall occur, particularly where there is a complementary demand for parking space. Internal trips between various land uses shall be facilitated by joint driveways, sidewalks, access roads, pathways and other beneficial linkages.

N-SE-34 Individual buildings shall be designed to be transit supportive.

N-SE-35 Interconnect a rapid transit system from regional employment and housing centers to the Redmond CBD/Southeast Redmond employment center.

N-SE-36 Transit shelters and stops shall be located to facilitate safe and convenient access to employment and retail areas. Attractive, distinctive shelter design, compatible with surrounding development should also be encouraged.

N-SEF-8 Discourage access on the Red Brick Road due to its historical significance and rural setting.

N-SE-37 Restrict through-traffic on 196th Ave. NE (the Red Brick Road) and discourage unnecessary traffic from using the public street system by encouraging site plans that allow internal trips between major land uses. New arterials and roads within the subarea shall be designed to direct access and impacts away from 196th Ave. NE.

N-SE-38 No activities other than rural residential uses shall have access to 196th Ave. NE.

N-SE-38A A 60-foot wide right-of-way for future construction of an east-west Commercial/Industrial Local Access Street between 185th and 188th Avenues NE shall be dedicated to the City of Redmond. Prior to dedication of the right-of-way, the Director of Public Works may reduce the width of the right-of-way upon demonstration by the applicant/landowner that such a reduced right-of-way is warranted by site conditions. The alignment of the right-of-way shall be located between 600 feet to 1,050 feet south of the center line of the NE 76th Street right-of-way, and may meander to accommodate site topography. The future construction of this road shall be considered as part of any development applications on Parcel No. 0725069129, with the intent that a through connection to 185th Avenue NE will be provided across Parcel No. 0725069117 and/or Parcel No. 7198950010. If at the time of development of Parcel No. 0725069129 an agreement has been made to provide the through connection to 185th Avenue NE across Parcel Nos. 0725069117 and/or 7198950010, then the owner of Parcel No. 0725069129 shall be required to construct that portion of the roadway across their parcel as part of site development, and shall be eligible for a pro-rata reimbursement for costs of such construction, subject to the provisions of a Local Improvement District (LID), Street Reimbursement Agreement, or similar mechanism. If an agreement for the through connection has not been made prior to site development, then the owners shall only be required to dedicate the right-of-way and enter into a "No Protest" LID agreement prior to issuance of any building permits. Until the street is constructed, the right-of-way may be used by the owner or occupant of the property or properties on which it is dedicated, provided such use is consistent with the future plans for use of the right-of-way as a Commercial/Industrial Local Access Street, and the owner or occupant shall not seek reimbursement for loss of any such use resulting from the construction of the roadway.

Pedestrian Circulation Policies

N-SEF-9 Promote significant travel via bike, bus and walking to reduce reliance on single-occupancy vehicles.

N-SE-39 Bicycle, pedestrian and transit safety and access shall be incorporated within site plans. Sidewalks shall be installed on both sides of area streets. Bicycle and pedestrian links shall be installed in accordance with the bikeway plan for the subarea.

N-SE-40 Incorporate a pedestrian circulation path while reviewing the housing master plan which is at least 12 feet wide approximate to the 100-foot contour and within the Urban Growth Boundary as housing develops east of 192nd Ave. NE. Connections to the path from adjoining housing and 192nd Ave. NE should be incorporated into site plans. In some limited cases, the pathway may be located within a development west of the contour, if placement along the contour would otherwise unduly impact rural residents in close proximity to the contour.

N-SE-41 Facilitate safe and secure movement between the planning subarea and downtown Redmond through a variety of means, including bicycle and pedestrian sidewalks.

N-SE-42 Buildings should be designed to encourage pedestrian travel through special treatments of the street and sidewalk including access, architectural features and activities which help create safe, pleasant walking environments.

Community Services, Facilities and Institutions Policies

N-SEF-10 Provide and plan for adequate sewer, water and life safety services to permit intensive land use within the planning area.

N-SE-43 Infrastructure plans and facility design shall be prepared to accommodate area land use plans.

N-SE-44 Approximately five acres of land near NE 65th Street in the central portion of the planning subarea shall be retained to provide new fire and water service facilities.

N-SE-45 Minimize public cost of infrastructure to support new development. New development shall be required to upgrade systems to their planned capacity, within the portion of the system the development receives service from, as a condition of receiving development approval.

N-SE-46 Facilities to be constructed will be determined in conjunction with site-specific development proposals and in compliance with adopted public service facility plans.

N-SE-47 The sewer shall maintain necessary depth within NE Union Hill Road to serve the properties in the southern portion of the subarea.

N-SE-48 Provide sewer service for those developments east of 192nd Ave. NE by extending the sewer within the pedestrian/bicycle pathway that is planned along the 100-foot contour unless alternate gravity sewer service routing is identified in the housing master plan process.

N-SE-49 Gravity sewer service to development is preferred. However, in the event that gravity service is not feasible, public pump facilities built with private funds, will be required.

N-SE-50 Encourage water conservation measures to reduce water consumption: Plants with low water requirements should be used in site landscaping, minimize the use of turf in landscaping and parks, use drip irrigation systems, and install low-flush toilets and water-saving faucet and shower heads.

N-SE-51 Construct all water system improvements in accordance with the adopted Water System Plan. Fees collected from developers for connection to the existing water system, late-comer fees, user fees, and/or the formation of an L.I.D. may be acceptable methods to help cover the costs associated with new growth and development.

N-SE-52 Encourage building and site designs that reduce opportunities for crimes to occur and demand upon police services.

Gateway Design District Policies

The Gateway Design District represents a unique land resource. Its location at a major entry to the City makes it important that development be designed to provide a high-quality, aesthetically pleasing gateway into the City's corporate limits. Design features should include preservation of significant trees to the maximum extent practical, an aesthetically pleasing transition between trees and open areas, and screening of parking and service areas through use of berms, landscaping and other means. Because of its size, the nature of surrounding development, and proximity to transportation corridors, the Design District provides an appropriate location for a mix of business and commercial uses which may include regional retail/wholesale uses; general, professional and mixed offices; business park uses; hotels/motels; corporate headquarters offices; and support services.

- N-SE-53** Provide for the location of high-technology research and development facilities; associated light assembly and warehousing; other manufacturing uses with similar character, intensity and impact; support services; regional retail/wholesale uses; office uses, including corporate headquarters and regional offices; and hotels/motels.
- N-SE-54** Encourage development which is sensitive to natural features and which will enhance the entryway to the City.
- N-SE-55** Encourage a mix of research and development, office, hotel/motel and regional retail/wholesale uses to diversify and increase the employment and revenue base of the community.
- N-SE-56** Provide recreation space within the district for both residents and employees.
- N-SE-57** Provide an integrated, well-coordinated circulation system which minimizes adverse traffic impacts and enhances circulation within the district and with surrounding areas.
- N-SE-58** Provide a network of accessible and safe paths, sidewalks and other pedestrian routes throughout the district.
- N-SE-59** Provide a land resource for the City that can accommodate a mixed-use development with regional retail/wholesale uses which is compatible with the existing mix of uses in the surrounding areas, including the downtown.
- N-SE-60** Minimize interference with growth and vitality of the downtown by restricting uses which tend to locate in smaller commercial spaces and do not require large parking areas and large warehouse space. Typical small footprint retail businesses should be encouraged to locate downtown or in other appropriate areas of the City.
- N-SE-61** Provide for an aesthetically pleasing entryway into the City's corporate limits.
- N-SE-62** Maintain significant trees to the maximum extent practical in order to preserve the character of the existing tree stand, enhance the entryway to the City and control erosion and storm water runoff.
- N-SE-63** Development should employ high quality design to integrate development with the natural setting and surrounding development.
- N-SE-64** Service areas should be located away from major public viewpoints.
- N-SE-65** Building materials should provide a pleasing transition from trees and other natural features through use of color and texture which blend with, or provide appropriate contrast to, the natural features.
- N-SE-66** Views of large areas of asphalt should be reduced through use of landscaping, berms, building placement or other effective techniques.
- N-SE-67** Site plans should incorporate one or more significant architectural entry features which will serve as landmarks, consistent with the gateway function of the area. This shall include an area(s) for public art and a feature recognizing the Snoqualmie Tribe for their historic use of this property.
- N-SE-68** Encourage joint promotional projects between uses in the district and downtown merchants designed to enhance the retail climate in both areas.

- N-SE-69** Provide a coordinated system of passive and active recreation opportunities within the district, using the native tree stand area for jogging trails, bicycle trails, natural park and picnic areas.
- N-SE-70** Provide access to SR 202, Avondale Road NE, NE Union Hill Road and 178th Place NE/180th Avenue NE at those points which are consistent with traffic safety and other planned improvements such as the 520/202 interchange project, and which minimize disruptions to circulation.
- N-SE-71** Provide a street plan that will enhance circulation within the district and with surrounding areas.
- N-SE-72** Site design should incorporate facilities for public transit such as bus pull-outs and transit shelters.
- N-SE-73** To help reduce traffic impacts, require all district uses to provide transportation management plans (TMP) and have them approved by the City. The City should allow on site child care facilities among other measures as part of the TMP(s).
- N-SE-74** Provide pedestrian routes from major parking areas to buildings and other destinations which are clearly delineated.
- N-SE-75** Provide pedestrian connections between major areas of development within the district to facilitate internal pedestrian circulation.
- N-SE-76** Provide for connections between internal pedestrian circulation routes and major pedestrian facilities outside of the district.